

AMONG THE AUTOMOBILISTS.

MOTOR TO REPLACE OLD STAGE COACH IN PAXTON.

Massachusetts Town Gets Ready to Dispose of Old Stage—Discontinued Alcohol to Be Exhibited at Jamestown Exposition—Auto Show Progress—Gossip.

PAXTON, Mass., Oct. 20.—The days of the old stage coach in this town are numbered. The automobile will, in a few days, succeed the relic of fifty years ago which has twice a day made the trip from this little town in the hills nine miles north of Worcester to that city for passengers bound for the famous old Paxton Inn and to carry the mail. George H. Harrington, the new owner of the old stage, has decided to put the old coach on a large passenger Oldsmobile which he purchased this week. Beginning next Wednesday the automobile will make frequent trips from this town to connect with the Tattuck cars in Worcester. Harrington will carry baggage and do a general express business with the new car. The transportation rate will be just half of what the old stage driver received. An Harrington intends to bid for the job of transporting the mail next year, and, owing to the fact that his trips will be more frequent, it is believed he will get it—the old stage coach will be retired. It is the only vehicle of its kind seen in these parts. For years it has been the connecting link between the city and this town, as electric railway promoters always turned down the proposition of running a road here.

WORCESTER, Oct. 20.—What long suffering automobilists, who do their best to respect the speed laws of the different localities through which they tour, regard as a step in the right direction is the evening order issued this week by Assistant Superintendent James Nash of the Boston-Worcester air line, a high speed electric railway, to all the motorists on the road that in the future the speed laws of the state and of every township through which the road passes must be respected to the letter. He further orders that no time must be made up hereafter at the expense of the speed laws. Some of the towns through which the line, as it is called, passes restrict the running of electric cars to the same rate of speed as automobiles. He further stated that arrests would follow violations of the speed laws in the aristocratic town of Southborough, Mass., the home of former Ambassador to England Joseph Choate. These orders have had their effect on the running time of the road, so that patrons are unable to tell when a car will arrive or start. Another running schedule has been arranged and more time allowed for the run, because nearly every car loses a few minutes which now cannot be made up by speeding. The distance between the two cities is forty-five miles by electric railway. The running time is 2½ hours. The State law is twenty miles an hour. Therefore the law is being complied with.

One of the features of the Jamestown exposition that will interest automobilists is to be a very complete exhibit showing the uses of denatured alcohol for power, fuel, light and heat. It will include a display of its application to domestic and industrial purposes in a building designed especially for that purpose. The experiments and tests will be under the direction of Dr. Charles E. Monroe, professor of chemistry at George Washington University, Washington, D. C., and chief of the special denatured alcohol exhibit, who is now traveling to secure an exhibit that will be one of the attractive and instructive features of the exposition. He is making extensive plans for the display of the many uses to which it can be applied, and has just completed a series of tests embracing the application of this agent in several different industries. The exhibit has received the endorsement and cooperation of the National Alcohol Association, which has appointed a special commissioner to assist Dr. Monroe in the work.

The Court of Chancery in New Jersey holds that the owner of a garage licensed to store one barrel of gasoline in the building, which is a frame structure and adjacent to other frame buildings, will be enjoined from introducing gasoline into the tanks of an automobile inside the building, and from storing automobiles with gasoline in the tanks inside the building, the court holding that under the facts in the case the garage was a nuisance. The court distinguishes the risks in different surrounding cases: "In a proper locality, amidst proper surroundings, it is not unlawful for the dangerous fluid used in these vehicles to be stored and used to fill the tanks of the vehicles, or for the vehicles with the fluid in them to be stored. But there is no occasion to relax the general principle as to hold that this dangerous fluid may, because it is usable by these vehicles, be stored or used in a locality utterly unsuited, and to an amount giving rise to great danger; or that the filled vehicles may be so stored."

The directors of the Automobile Club of Philadelphia have erected a number of turning signs on Church road, in an effort to prevent a repetition of the collisions between automobiles and trolley cars on that highway. Half a dozen signs have been erected at points along the road where it is crossed by different suburban trolley lines.

The show committee of the Automobile Club of America is making rapid progress with the plans for the decoration of the show the organization is to hold in the Grand Central Palace, December 1 to 8. The committee will make an announcement in a few days of the allotment of space recently made to all applicants for exhibition spaces. Alfred Reeves, general manager of the American Motor Car Manufacturers' Association, which secured a large block of space for its members, says that practically all of the firms to whom space was allotted at the drawing on October 10 have completed the plans for their exhibits.

After struggling for three years in an effort to fix regulations for automobiles driven in the city limits of Toledo, the city council there has passed a set of severe measures. The speed limit is fixed at ten miles an hour and no one under the age of 15 years is to be allowed to drive a car. In case of an accident, the driver of a car must stop and give his name and address as well as the name and address of the owner of the machine to the injured person or to any spectator who demands such information. For the first offense the offender is liable to a subsequent offense is punishable by a fine of \$30 and ten days in the workhouse. No provision was made for licensing a City Solicitor Northrup is preparing a license ordinance to be submitted to the city council.

Many otherwise excellent cars suffer from the bugbear of noise, says Motor News of Dublin. Some automobilists do not object to rattle and noise; to others it is most irritating and objectionable, and to all we should think silence, or as near silence as possible, would be infinitely preferable. Some designers have turned their attention directly to the elimination of noise, and it is a big problem. It means that every working joint or bearing must not only be a good fit when new, and of good material, but the provision must be made for easy and accurate adjustment. Toward this end some makers have made ball socket joints to all central rods and levers instead of the forked eye and pin generally fitted. This insures the ability to tighten up these parts when they wear and prevents any necessity for rattle and noise. At the same time we should not forget that in great many cases the owner or person responsible for the running of the car is to blame. Unless all adjustments be made frequently and periodically wear will increase in a kind of algebraical progression. Such parts as tappets, levers, links and rods should always be carefully examined and all wear taken up right from the commencement.

The board of directors of the New York Motor Club, at their regular monthly meeting last Thursday, decided to move the organization's quarters from the present location in the Hotel on West 57th street, in the Helsenweber restaurant building. The club will move to its new quarters on Thursday, November 1, when the first of the club smokers for the winter will be held. The directors also decided that the club's economy is to be held every year about the middle of November, a number of manufacturers and agents having already agreed to make entries. H. H. Johnson resigned as chairman of the entertainment committee and Weldon H. Flinn was appointed to succeed him.

The heavy rain of yesterday morning forced the postponement of the automobile race meet scheduled for the Empire City track. Announcement was made yesterday noon that the races had been adjourned until next Saturday afternoon.

ASSOCIATION FOOTBALL.

Belmont Cricket Club Team Takes the Crescent A. C. Eleven Into Camp.

In the driving rain of yesterday afternoon the association football team of the Belmont Cricket Club defeated the recently organized soccer eleven of the Crescent Athletic Club by the score of 5 goals to 0. The first half ended 2 to 0 in favor of the Quaker players.

It was the first intercity soccer game ever played in the metropolitan district between prominent athletic clubs and although the day was miserable a fair sized crowd witnessed the match at Bay Ridge. The Crescent team was principally composed of the hockey and lacrosse players of the new moon club and although the Crescent men put up a good strong fight they were no match for the Quaker players.

George Orton, the noted long distance runner, was captain of the Philadelphia eleven. To his clever playing the Belmont club owes its victory. Orton scored three of the five goals, besides helping Graham make a fourth tally. Conkle kicked the visitors' other goal.

Conkle's score was the first of the match. It was the result of a peculiar play, due to the inexperience of big Bob Wall, the Crescent's star lacrosse player. Graham made a pretty try at the Crescent goal and Wall caught the ball in his arms. It gave the Philadelphia a free try at the goal from inside the five yard line. Kieley, the Crescent goalkeeper, failed to stop Conkle's kick.

Considering that it was their first match of the season, the association football players representing Columbia University made a splendid showing in the game with the crack eleven of the Staten Island Football Club at the latter's grounds in Livingston, S. I., yesterday afternoon. Although beaten to the tune of 2 goals to 0, the New York lads were by no means disgraced, and their good form so early in the season promises well for success in the intercollegiate season beginning next month. The effectiveness of dribbling on the slippery turf was much curtailed. Nevertheless the play was hard and fast, and during the first half neither side scored. Fifteen minutes after the restart Graybill made a clever save of a dangerous shot, but the ball went back of the line, and a "corner" resulted. Housfield kicking out for Staten Island, the ball was centred before Columbia's goal and after repeated tries by the attacking forwards was finally shot through by Jenkins for the home side's first tally.

The sphere kept for the most part in Columbia's territory, but occasional dashes down the field more than once endangered the Livingston goal. A few minutes remained wherein to play. Graybill, full length upon the ground, made another sensational save, but the ball stayed within the danger zone. Humble, who had played a star game for Staten Island at inside left, coated the ball from the line and cleverly beat Columbia's custodian.

On the Marquette grounds, Second avenue and Tenth street, where the New York State Amateur League, received a severe setback at the hands of a Brooklyn Football team to the tune of 8 goals to 0 before a crowd of 1,000 persons. The play ruled fast and exciting, and interest was sustained throughout. Play up to half time was fairly even, though Brooklyn was able to do most of the pressing through their excellent defence and fine combination of forwards, and the opening of the second half found the Brooklyn in the lead by 1 goal to 0. On resuming Brooklyn persevered in their rushing tactics and scored two goals in rapid succession. This seemed to demoralize the Chitcheley defence, and five goals were added. Against great odds the halfbacks and forwards of the Crescent played a determined uphill game, but were unable to break through the Brooklyn line. The Brooklyn reserves played the first half of the match, and the result being a draw at one goal apiece, Brooklyn did not start the pressing during the second half but were unable to place the Freeborders' defence more than once.

In their first championship game of the Metropolitan Association Football League, contested at Lenox avenue and 145th street yesterday afternoon, the Gordon Rangers of this city defeated the eleven of the Country Football Club of Newark, N. J., by 1 goal to 0. Henrie, the centre forward for the New Yorkers, tallied the only goal of the game.

AUTOMOBILE NOTES.

One by one the big fellows in the auto business are getting their 1907 models already being a demonstration. No matter how well a prospective purchaser may think of a particular machine, even though he knows that he will eventually place order for that particular car, he wants to have the initial ride. This is only quite natural; in fact it is part of the game. Harry S. Hought, the New York agent for the Thomas "Flyer," is the latest to receive his car. It arrived at his palatial garage on Wednesday last, and since then has been continually on the jump, showing its wonderful work to hundreds of patient admirers. Great as was the 1906 Thomas, yet the 1907 has been refined, simplified, lightened, strengthened and beautified. It is faster, quieter, roomier, and a ride on the numerous business hills in this vicinity prove it a better hill climber than its predecessor. It is a product well worthy of the ambitious Buffalo manufacturer, and well merits his claim of "Thomas against the world."

Earlier and more prompt deliveries are in prospect for next year. All the makers are striving toward this end and 1907 models are already being made to appear. Several well known concerns have made additional to their factories. One notable change has been the erection of an entire new plant of three big buildings at the corner of 30th and Broadway in Buffalo. For years it has been a wonder to many how the management of the Ford Motor Company could turn out so many cars and keep them recognized here and abroad in the front rank among the best American machines. The new plant will be immense, greater in capacity for maintaining quality and keeping up with sales and there will be a factory behind the great arrow car worthy of its record. The new plant will be in operation this month.

A season's use of flat tread tires on the front wheels of Columbia electric broughams and landaulets has completely demonstrated the value of this equipment as compared with the round tires previously used on vehicles of this class. Drivers are unanimous in the opinion that for this class of service flat tread tires make steering easier, they hold less and do not wear as rapidly as the round ones. W. W. Burke, New York manager for the Columbia, has delivered a Columbia brougham to Frank Tilford and a landaulet to Mrs. Charles G. Emery.

As to who was the original six cylinder man there has been much controversy during the past few months, but the Ford Motor Company asserts there is no doubt as to who the original six cylinder man was. For years it has been a wonder to many how the management of the Ford Motor Company could turn out so many cars and keep them recognized here and abroad in the front rank among the best American machines. The new plant will be immense, greater in capacity for maintaining quality and keeping up with sales and there will be a factory behind the great arrow car worthy of its record. The new plant will be in operation this month.

The demand for Franklin cars on the Pacific coast has become so strong that G. A. Boyer, San Francisco, states that he has ordered at least a mile long. This is a bunch of cars when it is considered that the wheel base of the Franklin is not 10 feet, but 12 feet. The demand for Franklin cars is so great that ordinary freight shipments will be altogether too slow for the impatient motorists. The Franklin is therefore being made for a special shipment of several cars to go forward by express. The demand for air-cooled cars has been so great since the earthquake, probably due to their good work during that trying period when water for any purpose was out of the question.

The Chicago-Cedar Lake economy and efficiency handicap held under the auspices of the Chicago Automobile Association October 10, was run in a terrific rainstorm and the result was a triumph for every car that finished. All previous records for economy in gasoline consumption were smashed when some of the many obstacles successfully overcome are considered. It is not worthy that a single cylinder runabout carrying four passengers and a horse power 100, should beat gasoline of all cars in the contest, the amount used for the fifty seven miles being one and three-fourths gallons. Closely following the lead was the Premier, carrying four persons on one gallon and seven-eighths of gasoline.

The 50 horse-power Locomobile racer which Tracy drove in the Vanderbilt Cup race is now on exhibition at the Locomobile Garage on Broadway. It will be remembered that the car was completed for the elimination trials, the first car finished at the factory being driven in this event. The second car, which was the Champion No. 1, was therefore driven in the big event.

Delivery upon the date promised is the slogan of the Oldsmobile Company, New York. This concern is already making deliveries of the 1907 Oldsmobile Palace Touring Cars and Flying Roadsters, and at present can guarantee to deliver a car to a purchaser within a week of the time the order is taken. This step indicates that the same conditions will exist in the automobile trade as in other businesses.

The arrival of the new Morris 1907 model is expected the latter part of this month. A product of the West it leaped into prominence here when it made a great non-stop run to Boston and back a few months back. The Harriet-Jackson Company, who are the Eastern agents for this car as well as for the Chevrolet, expect a big future for the Morris in this medium price field.

One of the most surprised men in the automobile retail trade last week was C. B. Rice, the agent for Baker Electric Vehicles, when he took the New York daily and saw therein an article defending the mileage capacity of the Baker. The article referred to was a run made by James Taylor of Philadelphia in a Baker, from Philadelphia to New York city, the entire mileage for the run, in charge of the twelve coils, being 110.7 miles. Mr. Rice states that there is no practical call for such mileage for an electric car as the ability of an electric car to run.

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THOMAS

1907

60 H. P. IS HERE

THE BEST CAR AMERICA HAS EVER PRODUCED AND WE CAN PROVE IT

THOMAS AGAINST THE WORLD

NOT one year has passed since the above statement was published broadcast all over the world and the reasons whereof. It came like a thunderbolt from a clear sky and created consternation in the camps of the great builders of Foreign cars. Events have followed one another in rapid succession since then and not one flaw can be picked in the announcement.

Led All the American Cars in the Vanderbilt Cup

The achievement of the Thomas Flyer in defeating every other American car in the Vanderbilt Cup Race was simply the last of a long string of notable accomplishments registered during the past five weeks, in which time the Thomas has won every event in which it was entered in competition with the best cars in America. These contests include:

Perfect score in Glidden Tour and return to Buffalo.

Three perfect scores (all Thomas cars entered) in Chicago-Elgin-Aurora endurance contest.

Road record, Buffalo to Rochester, 68 miles—1 hour 32 minutes and 45 seconds.

Hill climbing record of California Pasadena-Altaadena course.

Stock touring car record of 5 miles, standing start, in 4:55; 1 mile in 57 2-5 seconds, at Atlantic Beach.

1 mile 55 4-5 seconds, Atlantic City. First and second in one minute class, Atlantic City.

First in \$4,000 and \$5,000 touring car championship classes, Atlantic City.

50-mile world's record for stock touring cars on track—1:03:19¾, Philadelphia.

25-mile world's record, stock touring cars, St. Louis—34:36.

50-mile stock touring car record, Hawthorne track, Chicago—1:06:19.

50-mile Pimlico track, Baltimore—1:06:36.

Record, Philadelphia to Atlantic City—60 miles—90 minutes.

Record, Philadelphia to Reading—61 miles—2 hours.

Record, Philadelphia to Wilkes-Barre—146 miles—6 hours 30 minutes.

Record, Cape May to Philadelphia—93 miles—2 hours 45 minutes.

1 mile Price handicap, Atlantic City, Thomas, from scratch—1:21 2-5.

Among the Improvements in the 1907 THOMAS FLYER ARE THE FOLLOWING:

Sixty horse power; larger valves; improved spring seats; direct valve lifts; two entirely independent and separate systems of ignition, consisting of a geared SIMS-BOSCH imported magneto and the ATWATER-KENT spark generator; 36-inch wheels, 4-inch tires in front, 5-inch tires in the rear (having lighter weight and larger tires will minimize tire troubles); self-starting and easy cranking device, available for women's use; improved steering gear; wide I-beam drop-forged rear axle; simplified transmission control; more space between front seats and dashboard; roomier tonneau; drop-forged sprockets; geared fan drive, discarding belt; completely enclosed cam gears; oil-proof transmission and crank case; perfected pan arrangement under engine; space between footboard and frame completely enclosed, rendering it dust proof; two contracting brakes on counter shaft near sprockets and two on rear hubs, wider and stronger; automatic brake on clutch; exceedingly flexible springs; improved radiator; side arms on revolving seats; back-stop safety device, inside of rear axle drum; roller bearings on front wheels; larger annular bearings on rear wheels; improved ball-bearing and lubricating clutch features; finer finish and more luxurious upholstery; body slightly changed and beautified.

In a word the 1907 THOMAS is the result of the concentrated efforts of the greatest Automobile experts in the world—built in one of the finest Automobile factories of the world—The E. R. Thomas Motor Company of Buffalo, N. Y., Members A. L. A. M.

THOMAS FORTY HORSE

IS HERE ALSO.

A surprise for you—but we admit it is a worthy running mate to its big brother, the 60 H. P. "Flyer." It couldn't bear the name "THOMAS" if it wasn't. It sells at \$2,750, but is so well constructed that it excels every car in its class and many selling much higher. There is a distinctive demand for a car of this horse power and selling under \$3,000. We realize this and that's what the Thomas Forty is built for. SPECIFICATIONS BRIEFLY ARE: MOTOR—40 H. P., mechanical valves, all gears enclosed.

CARBURETOR—Automatic. OILING SYSTEM—Positive feed, pump splash system. IGNITION—Jump Spark, dry and storage batteries, space reserved for any standard magneto. CLUTCH—Cast aluminum and leather covers, with springs, insuring constant fit. COOLING—Vertical tube radiator, with fan and gear driven pump. TRANSMISSION—Sliding gear, selective type, three speeds forward and reverse, anti-gear stripping device. DRIVE—Shaft. BEARINGS—Roller. FRAME—Cold pressed steel, with gusset and filler plates.

ARRANGE FOR DEMONSTRATION.

Catalogue of Both Cars Mailed on Request.

OUR GARAGE, the Finest Equipped in America.

Modern in every particular, our aim has been to install every convenience that will add to the comfort of our patrons. Reception room for ladies, baths, lockers and chauffeurs' room are complete in every detail. Contains seventy thousand feet of floor space, and accommodations for four hundred cars have been provided for.

HARRYS. HOULT,

BROADWAY AND SIXTY-THIRD STREET.

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(MEMBERS A. L. A. M.)